

CHAPTER 4

DESIGN STANDARDS

Sec. 4.01. CONFORMITY TO THE COMPREHENSIVE PLAN. The subdivision shall conform to and be in harmony with the Comprehensive Plan.

Sec. 4.02. RELATION TO ADJOINING HIGHWAY, ROAD OR STREET SYSTEM. (a) The arrangement of streets and roads in new subdivision shall make provision for the continuation of the existing highways, roads, or streets in adjoining areas (or their proper projection where adjoining land is not subdivided) insofar as they may be deemed necessary for public requirements. The street, road, and alley arrangement shall not be such as to cause hardship to owners of adjoining property in platting their own land and providing convenient access to it.

(b) Off-set streets and roads should be avoided.

(c) The angle of intersection between streets should not vary more than 10 degrees (10) from a right angle.

(d) Proposed street intersections shall be located on existing major streets and roads to provide stopping sight distance for 50 mph traffic on the existing major street or road. Stopping sight distance shall be as described in the current AASHTO Standards at the time the subdivision is being proposed. (June 26, 1990; Resolution No. 4653).

Sec. 4.03. STREET, ROAD AND OTHER RIGHT-OF-WAY. The location of major highways, streets, roads and other rights-of-way shall conform to the locations designated in the Comprehensive Plan.

The minimum right-of-way widths shall be as follows:

Type	Right-of-Way Width
State and Federal Highways	180 feet
Major roads and streets (Paved and potential paved streets and roads shown on future Street and Road Network Maps in the Comprehensive Plan.)	100 feet
Local roads and streets	60 feet
Cul-de-Sacs	60 foot radius
Alleys	20 feet

When streets and roads adjoin unsubdivided property, a half right-of-way at least thirty (30) feet in width may be dedicated. Whenever subdivided property adjoins a half right-of-way, the remainder of the street shall be dedicated. Half rights-of-way should be avoided.

In all cases of permanent dead-end streets and roads, cul-de-sac rights-of-way shall be dedicated. Streets and roads ending in a cul-de-sac shall not have more than a potential of forty (40) dwelling units nor be longer than one thousand (1,000) feet.

Alleys shall not be provided in a residential subdivision except under very unusual conditions. Alleys may be required in the rear of commercial lots. (June 26, 1990; Resolution No. 4653).

Sec. 4.04. EASEMENTS. Easements of at least five (5) feet in width shall be provided and dedicated on each side of rear lot lines and side lot lines, where necessary, and ten (10) feet along front lot lines where the lots would be better served from the front lot line, for poles, wires, conduits, storm drains, wastewater collectors, water, or other mains. Easements of greater width may be required along or across lots where necessary for the extension of mains, sewers, or other utilities. Power and communication easements shall be separate from other easements except at crossings.

Sec. 4.05. EASEMENTS ALONG STREAMS. Whenever any stream or important surface drainage course is located in any area which is being subdivided, the subdivider shall provide an adequate easement as determined by the County Engineer along each side of the stream for the purpose of widening, deepening, sloping, improving or protecting the stream or for drainage or parkway.

Sec. 4.06. SIDEWALKS. Portland concrete sidewalks shall be constructed in pedestrian ways and on both sides of all streets and roads including major streets only when necessary by reason of pedestrian traffic generated on adjacent land, the size of the subdivision, lot areas within the subdivision, or uses within the subdivision and only when the areas are zoned "R" Residential, "B" Business, and "I" Industrial, or are approved community unit plans.

The Board may approve alternate locations for sidewalks pursuant to the following criteria:

(a) The location of the alternate sidewalk must be predominantly parallel to the street where the standard sidewalk would have been required.

(b) The alternate sidewalk shall be connected at its extremities to the sidewalk located in the abutting street.

(c) Sidewalks shall be constructed to the limits of the subdivision in the abutting streets.

(d) The minimum length of the sidewalk allowed to be placed in the alternate location shall not be greater than six hundred sixty (660) feet.

(e) The distance between the alternate sidewalk location and the standard sidewalk location shall not be greater than fifteen percent (15%) of the total length of the alternate sidewalk.

(f) An easement permitting public use of the sidewalk and ensuring continual maintenance and availability to the public of the sidewalk shall be provided for all sidewalks approved at alternate locations and located outside of the public right-of-way.

Sec. 4.07. BLOCKS. No block shall be longer than thirteen hundred twenty (1,320) feet between cross streets. A cross walk with an easement five (5) feet in width shall be required where the block exceeds one thousand (1,000) feet in length and where needed for pedestrian traffic.

Sec. 4.08. LOTS. (a) The lot arrangement and design shall be such that all lots will provide satisfactory and desirable building sites, properly related to topography and the character of the surrounding development.

(b) All side lines of lots shall be at right angles to a straight street line on a radial line where curved streets exist, except where a variation of this rule will provide a better street and lot layout.

(c) No lot shall have an area or width less than that required by any zoning resolution except as permitted by an approved community unit plan. However, subject to rules and regulations of the Health Department regarding the use of an individual wastewater systems, a larger lot area and lot width than required by zoning resolution may be required by the Board.

(d) The minimum width of residential lots shall be fifty (50) feet at the building lines. No lot shall have a depth in excess of three (3) times its width; however, any lot in the "B" or "I" zoning districts which has a minimum width of at least one hundred (100) feet may have a maximum depth of five (5) times its width.

(e) The minimum depth for residential lots shall be ninety (90) feet, except lots abutting a major highway, street or road shall have a minimum depth of one hundred twenty (120) feet.

(f) Corner lots shall have an extra width sufficient to permit the establishment of front building lines on both the adjoining streets.

(g) Lots fronting on major highway, street, or road intersections and other acute angle intersections which are likely to be dangerous to traffic movement shall have a lot line radius of twenty (20) feet at the street corner. On business lots, a chord may be substituted for the circular arc.

(h) The residential lot arrangement of a subdivision shall be accomplished in such a manner that there will be no lots with a double frontage; i.e., a lot fronting on two non-intersecting public streets and roads. However, in circumstances where the subdivision abuts a major highway, street, or road, double frontage lots shall be required when no frontage road exists adjacent to or abutting on the major highway, street, or road, and access from the lot is only to an interior street. Where double frontage lots are allowed, the subdivider, the subdivider's successors and assigns shall relinquish the right of access from the lot to the major highway, street, or road, and place covenants and restrictions upon the land to run with the land relinquishing said access as approved by the County Attorney.

(i) Every lot shall front upon and have access to a public street or road, except lots may front upon and take access to a private roadway if said lots are located within an approved community unit plan.

(j) Residential lot arrangement shall be such that no lot accesses a major highway, street, or road, and shall only access an interior subdivision road except when creating a lot for a single family dwelling which has existed for five (5) years as a primary residence associated with a farm, which meets the minimum housing and health codes, and which has an approved access to the major highway, street, or road. (June 26, 1990; Resolution No. 4653).

Sec. 4.09. STREET AND ROAD NAMES. (a) Where they are continuations of existing streets, the existing street names shall be used.

(b) Proposed street names shall not duplicate or approximate phonetically the name of any existing street in Lancaster County and the City of Lincoln.

(c) Streets running predominantly straight north and south shall be numbered consecutively in sequence with adjacent streets, except upon approval of the Board.

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(d) North-south numbered streets east of First Street and north of "O" Street shall be preceded by the word "North", and those north-south streets south of "O" Street and east of First Street shall be preceded by the word "South". North-south numbered streets west of First Street and north of "O" Street shall be preceded by "N.W.", and those north-south streets south of "O" Street and west of First Street shall be preceded by "S.W."

(e) All streets running east-west shall be named or given a letter designation where applicable. All east-west streets west of First Street shall have their name preceded by the word "West".

(f) Diagonal or curvilinear streets shall be named.

(g) The names or designation of cul-de-sacs shall be given the suffix "Bay", "Circle", "Court" or "Place". (Res. 5365, 8-27-96)

Sec. 4.10. MAINTENANCE RESPONSIBILITY OF PRIVATE COMMON FACILITIES. Where the subdivision contains sewers, sewage treatment plants, water supply systems, park areas, street trees, or other physical facilities necessary or desirable for the welfare of the area and which the County does not desire to maintain, provision shall be made for the proper and continuous maintenance and supervision of such facilities by the lot owners in the subdivision. All such maintenance agreements shall be incorporated in covenants and restrictions governing the subdivided property and shall be submitted to the County Attorney for approval prior to recordation with the Register of Deeds. Mowing and trimming of the seeded portion of the interior roads shall be the responsibility of the adjacent property owner. (June 26, 1990; Resolution No. 4653).

Sec. 4.11. PARKS, SCHOOL SITES, ETC. In subdividing property, consideration shall be given to suitable sites for schools, parks, playgrounds and other common areas for public use, so as to conform to any recommendations of the Comprehensive Plan.

Sec. 4.12. LAND GRADING. Earth moving shall be kept to a minimum to protect and preserve the existing trees and grasses and to keep erosion to a minimum. Graded and otherwise disturbed land shall be stabilized to prevent erosion. Trees that are to remain shall be protected to prevent damage to them during construction and development of the subdivision.

Sec. 4.13. DRAINAGE. (a) The area to be subdivided shall be designed and laid out so as to provide proper and sufficient drainage. The storm drain system shall adequately drain the subdivision and shall be constructed to allow the storm water to flow by gravity from the subdivision to an adequate outlet. Roadway drainage structures shall be designed for a minimum 10-year storm frequency for watersheds under 100 acres. For most watersheds over 100 acres, roadway drainage structures shall be designed for a minimum 25-year storm frequency. However, in isolated cases, the County Engineer may require that higher storm frequencies be used. In no case shall the design headwater elevation exceed the proposed shoulder elevation.

(b) Design discharges shall be computed using any of the following methods:

Rational Method
Potter Method
SCS Method

Drainage structures shall be sized using the procedures outlined in Hydraulic Engineering Circular No. 5.

(c) The necessary permits shall be obtained for the construction of drainage structures, roadways or other improvements. A Corps of Engineer permit will generally be required for all structures draining 640 acres or more or for structures located in excess of one (1) mile from the headwaters of the watershed. Flood plain permits are required for any structure located in the flood plain. (June 26, 1990; Resolution No. 4653).

Sec. 4.14. STREET AND ROAD DESIGN. (a) Streets and roads within the subdivision shall conform to the Nebraska State Board of Public Roads Classification Local Road RL-1. State highways and other highways, roads, or streets designated in the Comprehensive Plan shall have a typical cross section as determined by the Nebraska Department of Roads or the County Engineer.

(b) Streets and roads within the subdivision shall have a vertical and horizontal alignment designed for a minimum speed of 25 miles per hour. The vertical and horizontal design shall conform to the current AASHTO standards at the time the subdivision is being proposed. The maximum grade shall be seven percent (7%) and the minimum grade shall be one-half percent (0.5%). (This section added by the Board of County Commissioners on June 26, 1990; Resolution No. 4653).